Amendments to the Claims:

This listing of claims will replace all prior versions, and listings of claims in the application:

Listing of Claims:

Please delete Claims 2, 3, 7, 8, 11, 12, 16 and 17, without prejudice, and amend the claims as shown in the following listing.

1. (Currently Amended) A joint for integrally rotatably connecting a rotating shaft to an output shaft of an electric motor comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween and providing integrally rotatable connection of the rotating shaft; and

[[an]] a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in

opposed relation with each other and to restrain the cylindrical first transmission member and the cylindrical second transmission member from relatively rotating with respect to each other.

2.-3. (Cancelled)

4. (Currently Amended) A joint for integrally rotatably connecting a rotating shaft to an output shaft of an electric motor comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween;

[[an]] a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

a cylindrical third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the second cylindrical transmission member and the cylindrical third transmission member but permitting the relative rotation therebetween when the rotational resistance of the cylindrical second transmission member or the cylindrical third transmission member exceeds a predetermined value; and

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in opposed relation with each other and to restrain the cylindrical first transmission member and the cylindrical second transmission member from relatively rotating with respect to each other.

5. (Original) The joint as claimed in Claim 4, wherein the torque limiter includes a lock member locked to either one of the second and third transmission members while slidably pressed against the other transmission member, and a spring for imparting frictional resistance to a contact surface between the latter transmission member and the lock member.

6. (Original) The joint as claimed in Claim 4, wherein the torque limiter includes a spring interposed between an end surface of the second transmission member and a spring seat formed at an end surface of the third transmission member in opposed relation with the end surface of the second transmission member for inhibiting the relative rotation between the second and third transmission members by way of frictional resistance at a contact surface between the spring and at least either one of these transmission members.

7.-8. (Cancelled)

9. (Previously Presented) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected via the joint as claimed in Claim 1.

10. (Original) The steering assist system as claimed in Claim 9, wherein the worm shaft is supported in a manner to be biased toward the worm wheel and is biased toward the worm wheel by biasing means.

11.-12. (Cancelled)

cont

13. (Previously Presented) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected via the joint as claimed in Claim 4.

14. (Previously Presented) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected via the joint as claimed in Claim 5.

15. (Previously Presented) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected via the joint as claimed in Claim 6.

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16.-17. (Cancelled)